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PART-II

EXTRAORDINARY

DRAFT PARKING POLICY FOR JUNAGADH CITY SANCTIONED VIDE GOVERNMENT RESOLUTION NO.

JUNAGADH MUNICIPAL CORPORATION SWAMIVIVEKANAND BHAVAN JUNAGADH.

પત્ર નં. જુ.મ.ન.પા./એ.ડી.એમ./એન્જી./જા. નં. ૬૩૦/૨૦૨૧.

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Abbreviations

CMP	Comprehensive Mobility Plan
CMS	Changeable Message Signs
GDCR	General Development Control Regulations
ECS	Equivalent Car Space
FSI	Floor Space Index
GDP	Gross Domestic Product
GPMC	Gujarat Provincial Municipal Corporation
IPT	Intermediate Public Transport
IRC	Indian Road Congress
ITS	Intelligent Transport Systems
NUTP	National Urban Transport Policy
PGI	Parking Guidance and Information
PPP	Public Private Partnership
RFID	Radio Frequency Identification
JUMC	Junagadh Municipal Corporation
JUDA	Junagadh Area Development Authority
TDM	Travel Demand Management
TEO	Traffic Enforcement Officer
UMTC	Urban Mass Transit Company
VMS	Variable Message Signs

1. INTRODUCTION TO JUNAGADH

Junagadh is situated in the Saurashtra in Central plains of Gujarat State of Western India at a height of 82.87 m above mean sea level. Junagadh is located at the foot of Girnar hills; it lies within 21° 1' North latitude and 70° 13' East latitude. Junagadh is the district center for the Junagadh district and also Junagadh is the major center for education, commercial, tourism and etc. activity for surrounding area. It has an area of 57.16 sq. kms. As per census 2011 the population of city is around 3,19,462.

Junagadh city limit was extended from 13.47 Sq.kms. to 57.16 Sq.kms from January 2004 and population of city increased from 1,68,686 to 3,19,462.

The city is connected with other parts of the country by rail and road. Junagadh is one of the progressive district in Gujarat and from September 2002, Junagadh city is declared as 7th Municipal Corporation of Gujarat. City administration functions under Bombay Municipal Corporation, Act-1949 and has wide power under the same Act for resource development, resource generation. It also functions as mandated under 74th CAA- 12th schedule including planning function.

Junagadh is a historical city has 2500 years old history. Junagadh city also acquired an important Place in tourist map of Gujarat. Everyday thousands of visitors/tourists visited city for religious, entertainment and educational purpose. In Junagadh city festivals like «Mahashivtatri» and «Parikrama» organized every year, importance of these festivals not up to local level but it spread over national and international.

Transportation is backbone to the development of urban areas. It enables functioning of urban areas efficiently by providing access and mobility. Passenger transport has an overriding influence on the functioning of the city. With growth, the mobility needs increases. People's personal choices and freedom get expressed in increased ownership and use of personalized vehicles. The public agencies operating public transport systems often fail to restructure service types to meet with the changing demand pattern.

1.1 MOTORIZATION

The number of registered vehicles in Junagadh up to 2019 is 28414. Out of this, 74% are 2-wheelers, 1% are 3-wheelers while close to 11% are cars and 14% others vehicles. In year 2019, vehicle growth rate in Junagadh was estimated as 10%. With mode rate precipitate in come; there is a trend of increase in two-wheeler private vehicles. However, Junagadh Corporation city bus system has contractual. Total 08 buses are in operation on 08 routs carrying 1000 to 1200 passengers every day. It covers almost 10 km of road length. Some 8 to 10 more routs are planned for the extension of bus service to the extended area, when materialized it carries about 2000 to 2500 more passengers every day. These public transport initiatives will have a positive impact on formulation of the parking policy.

A dominant Intermediate Public Transport (IPT) service in the form of auto rickshaws so provides commuters with point to point services. It has been estimated that the IPT caters to around (02 thousand) passengers per day.

2 PARKING IN JUNAGADH

As part of the fulfilling the growing demand for parking JUMC has finalize some surface segment as a parking space. This section looks at the present parking situation in Junagadh.

2.1 PARKING SUPPLY

Junagadh presently has authorized parking sites. All are surface parking car, Auto and two-wheeler park facility is materialized recently. The total Places devoted to authorize park is 54 Places parking supply in different parts of Junagadh. The city center accounts for almost half of the city's parking supply.

2.2 PARKING DEMAND

Parking lines upon most of the corridors, creating congestion, chaos and pollution. This negatively impacts the mobility and livability in the city and saturates the central area. Double lined parking along the streets is a common site with clogged up unorganized parking at intersections and on footpaths. In Central Junagadh there is anon-street parking facility for 4300 vehicles where as the parking demand reaches to about 10,000 vehicles. This leads to encroachment of access paths, traffic disruption and an unsafe walking environment.

While on street parking is fully occupied, the off-street parking is underused. There are 54 parking areas accommodating around 4300 vehicles. However, at most times of the day, these are unoccupied. It is estimated that about 47.5% of the road space is lost to parking.

The parking surveys show that maximum parking demand in the central area is for as hortstay. About 70% vehicles are parked for less than an hour. There are mostly two wheelers which are parked randomly along the road. In terms of percentage, 65% of the parked vehicles were two wheelers and 10% were cars followed by 15% three wheelers. Trucks and light commercial vehicles are not permitted in the central city area. The worst impacted areas due to high parking demand are commercial areas like Dhal Road, Dhanapith area, panchhatdi road, magnath road, m.g.road, school, hospitals, temples, and others areas experience high parking demand particular time period. Mainly of this parkingis free, Observing the scenario, it can be concluded that irregularity and Congestive road side result in irregular Traffic connection. Itcan be concluded that irregularity and accumulation of parking is result completely free parking.

Currently no parking charges are levied in Junagadh city. However, the rates for two-wheelers and cars are intended to keep reasonable to encourage paid parking.

These issues of parking management have causes a huge impact on the city's quality of lifestyle. The ever-increasing traffic congestion and resultant air pollution, road accidents due to ignorance And inconvenience caused to commuters, and constant noise pollution has made the environment of the city stressful.

3. GUIDELINE FOR PARKING LAYOUTS

- On street parking: - On street parking means the vehicles are parked on the sides of the street itself. This will be usually controlled by government agencies itself. Common types of on-street parking are as listed below. This classification is based on the angle in which the vehicles are parked with respect to the road alignment. As per IRC the standard dimensions of a car is taken as 5×2.5 meters and that for a truck is 3.75× 7.5meters.

1. Parallel parking:-The vehicles are parked along the length of the road. Here there is no backward movement involved while parking or no parking the vehicle. Hence, it is the most safest parking from the accident perspective. However, it consumes the maximum curb length and therefore only a minimum number of vehicles can be parked for a given kerb length. This method of parking produces least obstruction to the on-going traffic on the road since least road width is used. The length available to park N number of vehicles, $L = N \times 5.92$.

2. 30° parking:- In thirty degree parking, the vehicles are parked at 30° with respect to the road alignment. In this case, more vehicles can be parked compared to parallel parking.
 3. 45° parking:- As the angle of parking increases, more number of vehicles can be parked. Hence compared to parallel parking and thirty degree parking, more number of vehicles can be accommodated in this type of parking. As length of parking space available for parking number of vehicles in a given kerb is $=3.54N+1.77$
 4. 60° parking:-The vehicles are parked at 60° to the direction of road. More number of vehicles can be accommodated in this parking type. As length available for parking N vehicles $=2.89N+2.16$.
 5. Right angle parking:- In right angle parking, the vehicles are parked perpendicular to the direction of the road. Although it consumes maximum width kerb length required is very little. In this type of parking, the vehicles need complex maneuvering and this may cause severe accidents. This arrangement causes obstruction to the road traffic particularly if the road width is less. Moreover, it can accommodate maximum number of vehicles for a given kerb length. Length available for parking number of vehicles is $=2.5N$.
- Off-Street Parking: - When parking facility is provided at a separate place away from the kerb, it is known as off street parking. Different type of off street parking are as under :
1. Surface car parks: Surface car parks this type of parking is used at super market, complex & office.
 2. Multi-storey car parks: This type of parking design for 400 – 500 car parking. In this type of parking, parking design for max 4 – 5 floor. This parking is use for large area.
 3. Roof parks: Roof parks Because of less space in many cities parking facility provided on roof of the building.
 4. Mechanical car parks: In this method with the help of lift cars are lifted from one floor to another floor. Cars are parked in stall with the help of mechanical trolley.
 5. Underground car parks: Underground car parks Basement of building.

4. PARKING ENFORCEMENT

As per the legal provisions specified in the GPMC Act, 1949, JUMC owns the public street; however, it has limited power over parking management and enforcement.

The Gujarat Provincial Municipal Corporation (GPMC) Act of 1949 establishes Section 458(iii) that providing and maintaining parking facilities is the local government's responsibility. However, parking enforcement is done by the Traffic Police. They fine and/ or tow away illegally parked vehicles, often, they cannot enforce due to lack of adequate traffic policemen or lack of equipment to tow away vehicles. In most cases, traffic police are stationed at major intersections and not along the roads/ streets. This leads to situations where parking violations occur frequently, leading to traffic congestion, safety issues for all users and a general sense of chaos and disorder on streets. Contrastingly, it has been found that local bodies across the globe partners with their respective traffic police department to enforce parking policy for efficient management.

5. NEED FOR PARKING POLICY

Private vehicles require enormous terminal capacity. They stay parked for long periods. A private vehicle, typically, stays parked for 20-22 hours in a day (80-92% of time). Other modes of transport spend more time in transit than parking. A car parked on street consumes 15 sq.mt., while a car parked off street requires 23 sq.mt. These figures are startling when seen in the context of minimum sizes of dwelling units specified in Development Control Regulations (DCR) of most cities.

– 18-25 sq.mt. If we consider that each car requires three parking spaces per day, the total area required by a car each day is between 45 to 70 sq.mt. Certainly, it proves that providing for more and more parking is not a sustainable solution.

The absence of a comprehensive parking policy in Junagadh has resulted in independent dealing of the parking issues by multiple stake holders. This lack of a coherent approach has led to plans and projects that are contradictory in nature and often end being infrastructure projects that require high investment and attempt to solve a short-term parking problem. Junagadh needs a parking policy that has a holistic vision, with strategic objectives and is in sync with Junagadh's overall transport policy and objectives, as well as the statutory Development Plan.

6. PARKING POLICY DIRECTIVES

The parking policy is articulated through Policy Directives. They provides policies and actions to address on-street parking, off-street parking. Loading bays, parking permits, reserved parking, motorcycle and bicycle parking. The policies have been derived from the issues that were highlighted earlier and support the guiding principles.

6.1 CHARGING FOR PARKING

Parking pricing and time limits are important parking management mechanisms to enhance turnover of parking bays and ensure access to limited on street parking in high parking demand areas.

This policy directive states that all parking in Junagadh shall be charged. Pricing shall be differentiated based on demand. The entire area under JUMC shall have similar parking charges, except certain areas designated as “premium areas” It is based on the premise that parking demand is highest in areas with high land value or rentals and parking prices must pay its share of land rent.

6.2 AREAS WHICH REQUIRED PARKING FACILITY

There are many areas in Junagadh which have very high parking demand due to their land use and activity pattern. Such are as will be classified as premium are as or streets. A higher parking charge will be applicable here. The list of premium area as and streets shall be up dated regularly based on recommendations of the Standing Committee and Municipal Commissioner. The premium areas and streets recommended in this policy are:

- Gandhi chowk Area
- S.T.Road Area
- Near Dwarikadhish market Area
- Panchatdichowk Area
- Circle chowk Area
- Moti bag Road Area
- College Road Area
- Ranavav chowk Area
- M. G. Road Area
- Bhavnath Area
- Near Railway Station Area
- Joshipara Area
- Kalva Chowk Area
- Zanzarda Road Area
- Near Uppar Coat Fort Area
- Azad Chowk Area
- Chitakhana Chowk Area
- Near Sahid Smarak Area
- Jayshree Road Area
- Timbavadi Madhuram Area
- Mangnath Road Area

7. POLICY: ENFORCING PARKING

Un regulated and illegal parking are rampant in Junagadh. Provision and maintenance of streets, among other public infrastructure is under the purview of the JUMC.

Junagadh’s parking policy shall enable JUMC to enforce parking through following mechanisms.

Legal provisions for empowering JUMC to enforce parking management in the city shall be done by framing new rules and regulations under sub-section 36 of section 458 of The Gujarat Provincial Municipal Corporation(GMPC) Act of 1949.

The Municipal Commissioner shall form a “Traffic Cell” within JUMC. It shall be headed by Director (Traffic) of the rank of Executive Engineer or above. A team of Traffic Enforcement Officers (TEOs)

Shall be appointed and shall report to the Director or concerned higher official. All cases of parking violations in JUMC area shall be monitored by traffic cell through frequent surveys.

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JUMC shall declare the permitted and prohibited areas for parking. No parking areas shall be defined for smooth flow of people and vehicles. The places for parking of different kinds of vehicles and the rules shall be prominently published in local newspapers. Leaving a motor vehicle at rest in any public place in such a way as to cause or likely to cause danger, obstruction or undue inconvenience to others will be considered an offence. Such vehicles can be towed away or clamped by the JUMC.

JUMC shall determine the towing and fining charges. The charges for towing and the offence shall be borne by the defaulter. Traffic Enforcement Officers of JUMC shall have the authority to tow away and/or clamp vehicles which violate parking norms. Towing vehicles and/or clamps shall be procured by the JUMC. The vehicle shall be unclamped after the correct fine has been deposited to the JUMC. In case of towing, the vehicle shall be removed to the nearest impound lot and released after the correct fine has been paid to the JUMC.

Private agencies can be appointed through transparent and competitive bidding process for collection of fees, penalties, towing and no parking charges in the city. JUMC shall ensure that all on-street parking areas, parking lots in municipal plots are clearly marked and easily identified.

To bring clarity to road users, JUMC shall begin a process of demarcating on-street parking areas. All roads with Row greater than 24m shall be taken up first, followed by 12 – 24 m and finally less than 12m.

7.1 POLICY:REGULATING IPTS PARKING

Junagadh had presently about 1000 auto rickshaws. It has only been increasing since then. This policy directive shall apply to all demarcated areas for IPT in the city.

Junagadh shall have designated on-streets spots for parking taxis and auto rickshaws. These spaces shall be specifically demarcated by the JUMC. No IPTS parking shall be provided near junctions. No charges shall be recovered from IPTS for using these spaces. Other vehicles shall not be permitted to parking these areas. IPTS shall not be allowed to parking spaces designated for other vehicles.

Higher priority shall be given for IPTS parking in areas within 300m from transit stations. Any IPT parking in an undesignated area shall be liable for appropriate parking charges or suitable measures.

JUMC shall initially demarcate IPT parking areas on all streets within its jurisdiction. IPT parking

Near commercial and transit hubs such as malls, bus terminals and railway stations shall be prioritized over parking for other modes. Such parking shall be restricted to only auto rickshaws and city taxis.

7.2 PARKING INFORMATION SYSTEM

Parking Information systems are based on the use of message signs to give driver's information regarding parking availability.

ANNEXURE 1

The tables below show on and off- street parking charges in normal and premium areas.

On Street Parking - All areas					
	0 to 3 hours	0 to 6 hours	0 to 9 hours	0 to 12 hours	0 to 24 Hours
Two wheelers	10	15	-	20	25
3-wheelers	15	20	-	25	30
Cars	20	25	-	50	60

Off street Parking - All areas				
	0 to 6 hours	0 to 12 hours	0 to 18 hours	0 to 24 hours
Two wheelers	10	25	35	50
3-wheelers	15	25	35	45
Cars	20	30	40	60

Note : For more than 24 Hours, parking charges shall be computed based on the additional duration of parking as increment from 0. Bicycles and Handicapped Modified Vehicles shall not be charged for park

PARKING BY-LAWS-2020**JUNAGADH MUNICIPAL CORPORATION****Draft General Parking Control (Management) and by-laws.
(To regulate public parking places under The GPMC Act-1949)****Contents****Preface.....**

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2.	Definition
3.	Jurisdiction
4.	Standards
5.	Traffic Cell- Duties and responsibilities
6.	Procurement and requirements
7.	Implementation Plan
8.	Fees and additional charges
9.	Mode of payment
10.	Exemptions
11.	Appeals
12.	ANNEXURE - 1
13.	ANNEXUR - 2

Preface

The Gujarat Provincial Municipal Corporation Act of 1949 (GPMC Act) establishes section-458 that providing and maintaining parking facilities is the local government's responsibility. At present, parking enforcement is managed by the Traffic Police. They fine and /or tow away illegally parked vehicles. Often, they cannot enforce due to lack of adequate traffic policemen or lack of equipment to tow away vehicles. In most cases, traffic police are stationed at major intersections and not along the roads/streets. This leads to the situations where parking violations occur frequently, leading to traffic congestion and safety issues for all users, and a general sense of chaos and disorder on streets. The JUMC, therefore, desires to manage parking enforcement in its jurisdiction with a view to inter alia ease the burden on traffic police and ensure organized street parking. This shall be done in conjunction with the powers of the traffic police to enforce and collect fines under the Bombay Police Act and the Central Motor Vehicles Act.

The relevant provision of the GPMC Act in this regard is as follows:

(b) Sections 458 of the GPMC Act provides:

“The Corporation may from time to time make by-laws, not inconsistent with this Act and the rules, with respect to the following matters, namely....

(36) Securing the protection of public parks, gardens, public parking places and open spaces vested in or under the control of the Corporation from injury or misuse, regulating their management and the manner in which they may be used by the public and providing for the proper behaviour of persons in them.

These new rules and regulations shall be framed under sub-section 36 of section 458

The Central and State Government (2017) have already declared their intention of framing new rules and regulations that shall make it mandatory for new vehicle owners to furnish proof that a parking area is available with the purchaser to park the vehicle. JUMC shall also consider this policy based on rules and regulations that shall be formulated by the Central and State Government.

1 Title and Commencement

- 1) These by-laws may be called the Junagadh Municipal Corporation, General Parking Control (Management) By-Laws, 2020
- 2) These by-laws shall come into force with effect from the date of publication in the official gazette of the State of Gujarat.
- 3) These by-laws shall apply to the area under the jurisdiction of the Junagadh Municipal Corporation

2 Definitions

In this Parking by-laws, unless there is anything inconsistent with the context of meaning:

- **“Act”** means The Gujarat Provincial Municipal Corporation Act of 1949;
- **“Additional charge”** shall have the meaning specified in clause 8(4) of these by-laws;
- **“Bus stop/Station”** means a facility provided for passengers using public transport to board and alight from the public transport vehicle;
- **“City”** means the city of JUNAGADH;
- **“Corporation”** or **“JUMC”** means the Junagadh Municipal Corporation;
- **“Cycle track”** means a segregated lane earmarked exclusively for use of bicycle;
- **“Emergency Vehicle”** means a vehicle used for emergency purpose including but not limited to transporting patients to hospital, fire engines on duty, police vehicles on duty and other vehicle on relief and rescue work;
- **“Footpath”** means a type of thoroughfare that is intended for use only by pedestrians and not for other forms of traffic such as motorized or non- motorized vehicles;
- **“IRC”** means the Indian Roads Congress Codes;
- **“Impound Lot”** is a specific area identified by the JUMC to park vehicles that are towed away for parking /traffic rule violations;
- **“Motor Vehicle”** includes an automobile, bus, truck, motorcycle, motor assisted bicycle, motor scooter and any other vehicle propelled or driven other than by muscular power;
- **“Multi-level Parking”** is an off-street parking facility on one or more levels;
- **“Non -Use Vehicle”** means vehicle which have not been used for driving for over a period of 90 days;
- **“Off- Street Parking”** means the act of parking in a place that is not on street and may be in a private/public domain or in a multi-level /surface parking facility;
- **“On- Street Parking”** means the act of parking on the street or road in an area specifically designated for parking;
- **“Park”** or **“Parking”** means the act of leaving or stationed a motor vehicle in a designated space as declared by the Corporation for some limited duration of time;
- **“Parking area”** means an area enclosed or unenclosed covered or open which is sufficient in size to park vehicles and includes any driveway connecting them with a street or alley and permitting ingress or egress of vehicles;
- **“Parking Charges”** are the charges collected by the Corporation from users for parking in a designated area;
- **“Parking Permit”** means a permit given by the JUMC to users to park vehicles in designated areas for specific period after pre-payment of fees set by the JUMC;
- **“Pedestrian”** means any person travelling on foot whether walking or running;

- **“Right of Way” or “Row”** means the entire area between property edge to property edge that is in the public domain and including features of carriage way, footpath, street furniture, median, traffic signals, cycle tracks, etc.;
- **“Shared Parking”** is the same parking space shared by more than one user on mutually agreeable terms;
- **“Traffic Enforcement Officer” or “TEO”** means the person authorised to carry out parking enforcement activities under these by-laws;

All other words and expressions used in these Parking By-Laws which are defined in the Act shall have the same meaning as respectively assigned to them in the Act

3 Jurisdictions

The provisions of the by-laws shall apply to the area under the Junagadh Municipal Corporation (JUMC), it shall include

- 1) All highways and part of highways
- 2) All lanes or alleys in public Row
- 3) All public right-of-way and public streets or roads
- 4) On-street and off-street parking places and areas
- 5) Private property area if specifically noted in the rules for temporary period as when declared by the Municipal Commissioner.

4 Standards

The Corporation shall ensure that all areas for on- street Parking, including parking areas under bridges and flyovers, parking lots in municipal plots are clearly marked so that they can be easily identified. Specifically, the following standards shall be followed;

- 1) On-street parking spaces shall be designed as per IRC: SP:12-2015
- 2) Boundaries of all spaces for On-Street Parking will be marked by white line as indicated in IRC-35-1997
- 3) Signage's clearly marking “Parking” and “no-parking” areas shall be marked as per IRC-67-2001

5. Traffic Cell-Duties and Responsibilities

- 1) The Municipal Commissioner shall form a “Traffic cell” within the JUMC. It Shall be headed by Director (Traffic) of the rank of Executive Engineer or above.
- 2) A team of TEOs of the rank of Deputy Engineer / Assistant Engineer/ Junior Engineer/ Supervisor or any other rank shall be appointed and shall report to the Director or concerned higher official.
- 3) Towing vehicles and / or clamps shall be procured by the JUMC
- 4) All cases of parking violations in JUMC area shall be monitored by Traffic cell through frequent survey.
- 5) The authority to tow away and /or clamp vehicles which violate parking norms shall rest with the Traffic cell/TEO.
- 6) In case of clamping, the vehicle shall be unclamped after the correct Additional charges have been paid to the JUMC.
- 7) In case of towing, the vehicle shall be shifted to the nearest impound lot And released after the correct Additional charge has been paid to the JUMC.
- 8) All records and database shall be maintained by the traffic cell in order to identify all violations and take appropriate actions as by the Municipal Commissioners or Competent Authority.
- 9) Private agencies can be through transparent and competitive bidding process for collection of fees, penalties, towing and no parking charges in the city under the supervision of authorised officer appointed by Director (Traffic).

6. Procedures and Requirements

The Municipal Commissioners may authorise Directors(Traffic) of Traffic cell carry out the duties and responsibilities for the purpose of these by-laws on his behalf. The procedures and requirement for the Corporation to enforce parking by-laws in city shall include the following:

- (1) The Municipal Commissioners or an officer authorised by the Commissioners may determine places where motor vehicles may stand either all time or for a specified period of time, and may determine the places at which public service vehicles may stop for a longer time than necessary for the taking up setting down of passengers.
- (2) The places for parking of different kinds of vehicles and the fee shall be published in local newspapers.
- (3) The Municipal Commissioners may declare” no-parking” areas for smooth flow of people and vehicles.
- (4) The Municipal Commissioners may prescribe parking permits primarily in residential areas, neighbourhoods or whichever other area he/she may think fit for issuing such parking permits. The fees of the parking permits shall be decided by the Municipal Commissioners from time to time based on the general traffic condition of the city. He/she shall have the power or refuse or revoke such parking permits.
- (5) Any vehicles users can park their vehicles at residential place, work places or any other place which are designated for parking purpose. These places may be owned by different people. The Municipal Commissioners may authorise shared parking between multiple owners on production of mutually agreeable terms given in writing, provided each of the parties has a right to share that parking space.
- (6) On-street and off-street parking charges shall be decided by the Municipal Commissioners from time to time.
- (7) On-street parking shall be discouraged around or adjoining roads or areas near multi-level parking. This area shall be decided by the Municipal Commissioner and can be changed as and when required. (Unless otherwise specified).
- (8) On-street and off-street parking shall be permitted for a maximum period of time as decided by the Municipal Commissioner.
- (9) In the event a motor vehicle is left at rest in any public place in such a way as to cause or likely to cause danger, obstruction or inconvenience to other, such vehicles can be towed away or clamped by the JUMC.
- (10) The Municipal Commissioner shall determine the fee and Additional charges.
- (11) The charges for towing and the Additional charges shall be borne by the owner of such motor vehicle. If any motor vehicle is stationary, abandoned or left unattended in any place other than a duly designated parking place in such a way as to cause obstruction to traffic or danger to any person or creating a traffic hazard, TEO or duly appointed or authorized staff may:
 - i. Forthwith cause the vehicle to be moved under its own power or otherwise to the nearest place where the vehicle will not cause undue obstruction or danger;
 - ii. Unless it is moved to a position where it will not cause obstruction or danger or hazard, cause to be taken all reasonable precautions to indicate the presence of the vehicle;
 - iii. If the vehicle has been stationary, abandoned or left unattended in parking or no parking area for a continuous period at 48 hours, TEO shall inform the police for further action;
 - iv. In case of “non-use vehicle “lying stationery in private or public place for more than 90 days, TEO shall inform the police for further action.
- (12) Officer in-charge of a parking place and TEOs shall be issued identity cards by JUMC.
- (13) The Municipal Commissioner may amend these parking by-laws as and when required.
- (14) For vehicles that are required to be towed away, the TEO shall implement the following actions;

- i. Take photographs on a camera to explain the nature of violation and as proof of the violation;
 - ii. Record the licence plate number in prescribed format and the nature of violation;
 - iii. Record the amount of additional charges to be collected in the prescribed format;
- (15) JUMC shall not be responsible for any damage to the parked or towed vehicle.

7. Implementation plan:

The contents of the by-laws may be implemented through the following plan:

- 1) **Parking Permits:** The municipal Commissioner shall declare specific areas in JUNAGADH to be under 'Parking Permits'. Vehicle owners residing or working in such areas shall approach the traffic cell to purchase their parking permits. This may be for on-street or off-street parking. They shall be asked to fill in an application form with the street name or MLCP name and deposit the fees in force at that point of time. Documents related to proof of residence and proof of vehicle ownership will need to be submitted along with the application form. Against payment of permit fees, the residents shall receive a valid permit and a specially designed sticker with a unique ID to be prominently displayed on the vehicle. If vehicles are found parked in such designated areas by the TEO without a permit, they shall be charged for violation of by-laws as decided by the Municipal Commissioner. The TEOs shall have real time access to check the permit validity and authenticity during site visits. The following clauses shall be applicable to all the parking permits;
 - i. All parking permits shall remain valid for a given address, and shall cease to be valid when the address is changed. The Corporation may set an upper limit of one parking space per residence.
 - ii. Parking permits will not be applicable for premium roads during specific time duration which will be decided on case to case basis depending on the activities along the road.
 - iii. There will be higher parking permit charge for defaulters.
- iv. JUMC is not responsible for any damage to the vehicle
- 2) **Sharing Parking:** The same space may be allowed to be shared between more than one owner. In such case, a 'no objection' must be taken from the president/ chairman/secretary of the premises where the shared parking is applicable. This agreement shall be considered as proof of parking and a unique ID issued.
- 3) **Proof of Parking:** As and when JUMC frames rules for proof of parking, citizens desiring to purchase new/second hand vehicles shall furnish a proof of parking certificate. This certificate shall be for a parking slot in and area not more than 250 Mt from the residential address mentioned in the vehicle purchase documents.
- 4) **Disposal of vehicles:** Vehicles towed away for parking violations shall be kept at an impound lot. JUMC shall designate spots/areas in the city as 'impound lot' where the towed away or unclaimed vehicles shall be parked. In case towed vehicle is not taken away by owner after paying the fixed charge, a demurrage charge as decided by the Municipal Commissioner per month shall be applied for a maximum period of 3 months. In case vehicle is not taken away by owner within 3 months, then after 3 months the vehicle shall be disposed off after following due process of law under prevalent Act.

8. Fees and Additional Charge

Fees :

- (1) The Municipal Commissioner may define fees for the designated Parking Areas in the City. The Parking fees can vary depending on the type of Vehicle, Location, time of the day and duration of Parking.
- (2) Parking fees shall be displayed at appropriate locations in the City.
- (3) The Municipal Commissioner can modify the fees from time to time as required.

Additional Charge :

- (4) Whoever contravenes any provision of these by-laws shall be liable to pay additional charges for parking in violation of these by-laws which includes following specific situation but not limited to:
- I. A motor vehicle parked in an area other than the designated area of parking
 - II. A motor vehicle is parked on the footpath;
 - III. A motor vehicle is parked in an area clearly identifiable as Bus Stop/Station;
 - IV. A motor vehicle is parked in a manner that obstruct entry and exit to public and private properties;
 - V. A motor vehicle is parked on a Cycle Track;
 - VI. A motor vehicle is parked in a manner that obstructs the smooth flow of traffic;
 - VII. A motor vehicle is parked either completely or partially on a zebra crossing;
 - VIII. A motor vehicle is parked in BRTS lane.

- (5) The additional Charges that shall be payable for parking in violation of these by-laws shall be as follows.

Vehicle Type	Additional Charges
Two Wheelers	To be decided by Municipal Commissioner from time to time through circular of publication
Three Wheelers	
Four Wheelers	
LCV	
HCV	

- (6) The additional charge shall be incrementally increased as decided by the Municipal commissioner if the same vehicle is found violating frequently;
- (7) The Municipal Commissioner can charge the Additional Charges if required. The New Additional Charges shall be published in the local newspapers.

9. Mode of Payment

Challans shall be issued to persons who violate parking rules. These challans can be in the form of e-challans also. Offenders shall have the option to pay in cash to the TEO or in the event the vehicle is towed away. Than to pay in cash at the impound lot. Where the vehicle is parked. Options for payment on the spot through debit and credit card or mobile applications shall be made available. Payment can for parking charges and violations also be made through an electronic sensor system.

10. Exemptions

The Provisions of these by-laws shall not apply to:

1. Authority Emergency Vehicle where the operator is engaged in the performance of their duties;
2. Vehicles which are exempted, permit would be issued by JUMC and/or traffic police for various purposes and for specific period of time.

11. Appeals

If a person is not satisfied with the procedure and fine imposed:

1. He shall have the right to appeal to the Director (Traffic) within 14 days of the offense.
2. The Director (traffic) shall make a decision within 10 days of receiving such appeal

The decision of the Director (traffic) shall be final.

12.ANNEXURE - 1

The tables bellow shows on and off street parking charges in normal and premium areas.

On street parking - All areas					
	0 to 3 hours	0 to 6 hours	0 to 9 hours	0 to 12 hours	0 to 24 hours
3- wheelers	2	4	6	8	10
Cars	10	15	20	25	30
LCV	15	20	25	30	35
HCV	20	25	30	35	40

On Street Parking – Premium Areas					
	0 to 3 hours	0 to 6 hours	0 to 9 hours	0 to 12 hours	0 to 24 hours
3- wheelers	4	6	8	10	12
Cars	15	20	25	30	35
LCV	20	25	30	35	40
HCV	25	30	35	40	50

Off Street Parking – All Areas				
	0 to 6 hours	0 to 12 hours	0 to 18 hours	0 to 24 hours
3- wheelers	1	2	4	6
Cars	5	10	15	20
LCV	10	15	20	25
HCV	15	20	25	30

Off Street Parking – Premium Areas				
	0 to 6 hours	0 to 12 hours	0 to 18 hours	0 to 24 hours
3- wheelers	2	4	6	8
Cars	10	15	20	25
LCV	15	20	25	30
HCV	20	25	30	40

On and Off Street Parking - All Areas					
	0 to 3 hours	0 to 6 hours	0 to 9 hours	0 to 12 hours	0 to 24 hours
2 wheelers	0.5	1	2	3	5

All above Tables are for 24 hours. For more than 24 hours, parking charges shall be computed based on the additional duration of parking as increment from start from 0 in table. Bicycles and Handicapped modified vehicles shall not be charged for parking.

13. ANNEXURE-2

The table below shows parking permit charges .

Parking District	Vehicles	Subsidy scenarios					
		90% Subsidy			95% Subsidy		
		Cost_RP/ Year	Cost_WP/ Year	Cost/ month	Cost_RP/ Year	Cost_WP/ Year	Cost/ month
Normal Area	2 W	365	200	30	185	100	15
	Car	1095	600	90	555	300	45
	LCV	1825	1000	150	925	500	75
	HCV	2555	1400	210	1295	700	105
Premium Area	2 W	730	400	60	370	200	30
	Car	2190	1200	180	1110	600	90
	LCV	3650	2000	300	1850	1000	150
	HCV	5110	2800	420	2590	1400	210

RP : Residential permit

WP: Work permit

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અધ્યક્ષ
મહાનગરપાલિકા, જૂનાગઢ.

